

AN UNSATISFACTORY RULING

Railroad Men Displeased with the Decision of the Board of Commissioners.

Some of the Western Lines Likely to Appeal—Chicago & Erie Accused of Cutting Rates—Alton's Reply to Chairman Finley.

It would be difficult to find a traffic official of any Western road who does not object to the ruling of the board of commissioners of the Western Traffic Association that the published tariffs on through east-bound traffic must be maintained, even though some of their Eastern connections privately quote a lower rate. One general freight agent said, at Chicago, yesterday: "The commissioners ought to be satisfied to know that the members of the Western Traffic Association are maintaining rates, without trying to extend their authority to the Eastern roads. It is none of their business if the roads of the Central Traffic Association are shading rates, and so long as we are living up to our agreements I believe we have a right to accept the rates that are offered by our connections and to inform our patrons of the cheapest route by which they may ship their products to the seaboard." It is probable that some one will appeal from the decision of the commissioners and take the matter before the advisory board.

Suspicion is just now directed at the Chicago & Erie, because it has suddenly secured the dressed-bush business of Swift & Co., which was formerly given to the Michigan Central. To be sure, there is no evidence that the Chicago & Erie is cutting rates beyond this unexpected diversion of traffic, but in the present condition of affairs the Eastern roads do not need much evidence to reach the conclusion that their neighbors are taking advantage of them. It is possible that the Erie, which is not a member of the Central Traffic Association, has grown tired of seeing some of its extremely virtuous competitors securing the bulk of the business by ways that are dark, and has decided to sail in the same way.

The east-bound freight situation is rapidly becoming a go-as-you-please race.

Hospitals on the Washash System.

In the year 1884 A. A. Talmage became the vice-president and general manager of the Washash, St. Louis & Pacific system, now the Washash system. Among the first things he did was the establishing of hospitals for employees, where they might be cared for if injured or sick. This plan at first met with much opposition on the part of the employees, as to support such institutions at different points on the lines drew small sums monthly, and the employees, when they learned the good features of the enterprise, they became better friends of it, until now not a man murmurs that a small sum is deducted from his monthly wages to support these institutions. His first work was to be the main hospital for the whole system was opened at Moberly, Mo. This structure, built by the Washash, was a commodious building, with a large hall, a kitchen, laundry, wash and toilet rooms located on the most approved and latest plan, and the building and wings are one story high, erected on the pavilion plan for the use of the roads. The entire building is lighted by gas and heated by steam, and water throughout. The rooms are supplied by the city water works. A handsome veranda eight feet in width, extending in length, supported by artistic columns and pilasters, surrounds the edifice, affording the patients a comfortable sitting place during the weary hours of the warm days, and a fine view of the surrounding country.

The Alton Answer to Mr. Finley.

No little interest is felt in the hearing that will be given the Chicago & Alton to-day by Chairman Finley, in answer to the charge that it has violated the agreement of the Western Passenger Association in refusing to advance rates from Kansas City to St. Louis and from St. Louis to Chicago. The Alton will not be represented at the meeting by any of its officers. A written answer has been prepared by the general manager and placed in Mr. Finley's hands, and this constitutes the only answer the Alton people have to make to the accusation that they have violated the agreement. The argument simply reiterates the claim heretofore made, that the chairman had no authority to order an advance in rates. It holds that no advance can be made without the unanimous consent of all lines interested. This is not disputed. It happens, however, that the Chicago & Alton order the rates to be advanced. What he did was to withdraw the reduced rates which he had previously reduced. Some time ago, when passenger rates from St. Louis to Chicago were manipulated by the Jacksonville South, eastern, through scalping offices, the Chicago & Alton gave other lines authority to meet the competition by reducing the rate from \$7.50 to \$5.50. The cause for this reduction was the fact that the Jacksonville South was cutting rates. Mr. Finley named May 17 as the date on which the reduced rate would be withdrawn. In the meantime, the Jacksonville South had inaugurated a boycott against the Alton, and for that reason, the latter refused to restore the rates. It did not ask and obtain relief on account of the disadvantage it was placed under by the action of its Eastern connections, but disputed the chairman's right to make a ruling, the effect of which, it obeyed, would be a restoration of former rates between the points named. The Alton management and Chairman Finley are both firm in their convictions and it is feared that the dispute will result in one or the other withdrawing from the association.

Interstate-Commerce Bill of Lading.

Thirteen of the twenty-two prominent boards of trade, chambers of commerce and freight associations composing the National Transportation Association, were represented at the regular quarterly meeting yesterday, at the Chicago Board of Trade. Steps were taken toward the adoption of an order of lading to be used for interstate commerce, to supersede those now used by common carriers. The following form was adopted:

Received, for transportation from (shipper), in apparent good order, as noted, the packages described below (value unknown, marked and consigned as per manifest, and no liability, as laid down by the common law in force in the several States, Territories, provinces or countries through which the property must pass).

The rate of freight upon the property herein described shall not exceed _____ per _____ between shipping point and destination.

Weight, subject to correction.

All attempts to secure more liberal bills of lading for railways having failed, this is to be the initial movement toward securing governmental aid.

Interstate Commerce Commission will be asked to ratify the bill of lading and its adoption by all railroads.

Matters Moving Smoothly on the Monon.

Dating from Feb. 1, 1890, until the last few days, no road in the country has been better than the public in a more unenviable light than the Louisville, New Albany

& Chicago. One day telegrams from New York or Chicago would place the road under control of one syndicate, and the next day it would be in the hands of another. It was not until the confusion was so great that even the president of the road did not know whether it was "in it" or not. This led to a demoralization among the men, and some of them became disheartened and could hardly do good work for the company, yet, through all this turmoil, the passenger and freight earnings have steadily shown increases from month to month over 1890. Now matters have settled down, and in all departments business is moving along harmoniously and the officials and employees feel at ease.

The original statement of the effect that the property would pass under control of Samuel Thomas and his friends, proves to have been correct, and it is stated that the Erie party really have no direct interest in the road. President Thomas has shown excellent judgment in the selection of the general manager of the property, and General Manager McKeen will know the business of the road, the general passenger and the general freight agents of the Monon, as they have a good record to fall back on.

Personal, Local and General Notes.

Gen. John M. Corse has decided not to accept the position of general manager of the Flint & Pere Marquette railroad.

William R. McKee, president, and John G. Williams, general manager of the Vanport, who have been East for several days, will return to-day.

The Columbus & Hocking Valley in 1890 earned \$600,000 more in 1889, and President McKee expects an increase in the increase in 1891 will be at least \$100,000.

Vice-president Reinhardt and other friends of the Atchison, Topeka & Santa Fe are in the West reviewing the situation and the prospects for business.

T. N. Jarvis, general manager of the Traders Dispatch, spent yesterday in the city and visited a number of the shipping men in company with General Agent Stanberry.

M. D. Woodford, president of the Cincinnati, Hamilton & Dayton, was called to the city yesterday by the death of his mother, a lady quite advanced in years and highly esteemed.

G. W. French, who has represented the Louisville & Nashville road in Kansas City for some years, is to be transferred to Evansville, Ind., on June 1. He is to be the chief clerk of the freight department.

Negotiations are pending which will probably result in the American Express Company doing business over the Cincinnati, Washash & Michigan road.

The Toledo & Ohio Central, on Thursday, established direct service between Toledo, Columbus and Marietta, O., via Thurston, and the through service of the road will be extended to Toledo within the next few days.

Harry Crawford, at, and H. Moore, general manager of the Indiana Midland road, are in the city. The troubles at the west end have not as yet been adjusted, neither has work been resumed on the extension to the coal mines at Brazil.

General Manager Greene and General Superintendent Fick, of the Big Four, who have been confined to the house for several days by illness, were both better yesterday, and hope to be at their offices in the early part of next week.

The contract for building the Chicago & New Orleans road has been let and work is to begin on the line that connects with the Illinois Central at St. Louis, and the present southern terminus of the Washash. It is stated that this road will be built through to Memphis, Tenn.

Important changes are to be made in the schedule of the Vandalia and the Pennsylvania lines between St. Louis and New Orleans, but the exact details have not been announced until the latter part of next week.

An official of the Big Four states that he has seen that system for nearly twenty years, and he is confident that the road will be supplied with rolling stock as at present. This remark, he said, would apply to passenger, freight equipment and power.

The auditor of the Cincinnati, Washash & Michigan is recording at county seats on the line on a contract recently voted to be placed on the road and its equipment to raise funds to improve the road and its equipment to pay its floating debts.

The management of the Grand Rapids & Indiana passenger department has issued an order to the effect that conductors on passenger trains must during the summer months, wear white vests. Agents at the principal stations are to be uniformed as follows:

The Logansport & Chicago and the Logansport & Oxford companies have consolidated their interests under the name of the Logansport & Chicago Company. This is another projected east-west line on paper. The headquarters of the company will be at Logansport, Ind.

D. Mowatt, general passenger and freight agent of the Toledo, Peoria & Western road, has been appointed to the several committees of the Central Traffic Association in which H. D. Gould was associated, the appointment to take effect May 23. The committees are all important ones.

The directors of the Lake Erie & Southern road have voted to extend their line to Lake Erie on the north and to Steubenville, O., on the south. The road is now but 300 miles in length, extending from Bergholtz to Phoenix, O. Alliance, O., is the most important point on the line.

The road is now thick and fast to the Indiana Midland, a suit which has been pending for some years was this week decided against the road for one-half mile of its right of way in Hamilton county. Judgment was given for \$1,000, and the judgment must be paid within ten days.

The Executive Committee of the Brotherhood of Locomotive Firemen of Indianapolis will to-morrow have a picnic at Hammond's grove. The Lake Erie & Western will run a train on to Hammond's grove, leaving the Union Station at 4 A. M., and another at 1:30 P. M., and a special train at the close of the picnic.

The Big Four, the Chesapeake & Ohio, the Nickel-plate and the Delaware, Lackawanna & Western roads seem now to be ready to meet the competition of the Chicago & Erie. Next week's meeting will probably show the truthfulness of the statements against the Erie, which seem to be doing better business than any other east and west lines.

Harry Miller, superintendent of the Louisville division of the Pennsylvania line, is making some improvements to the passenger engines recently received, which will greatly increase their steam-making capacity. With the taking effect of the summer time-table a fast train will be put on each weekday between Indianapolis and Louisville.

Greenfield, Ind., is fast coming into prominence as a manufacturing town. Within the last year the Pennsylvania Company has laid five private switches to new industries which have been located there, and they are now laying a sixth private switch to the new storeroom, which are to soon begin operations, employing at least one hundred men.

Through coaches between Indianapolis and French Lick, Evansville, and the Louisville, New Albany & Chicago, will be put on Monday next to be run daily. Passenger leaving Indianapolis at 4:10 P. M. reach French Lick Springs at 8:50 P. M. Coming north, leave French Lick Springs at 6:30 A. M. and reach Indianapolis at 11 A. M.

The Monon will put on its new train out of Indianapolis at 7:10 A. M. next Monday. For interstate commerce, the Western Traffic Association will be made with the Vandalia for Lake Maxinkuckee and other northern points. An answer to the bill of lading which will wait the connection of the Vandalia fast train from St. Joseph. By this train parties can leave Lake Maxinkuckee at 4 P. M. and reach Indianapolis at 8:30 P. M.

A passenger conductor on the Big Four remarked yesterday that "if the traveling salesman, or any other party, thought they were helping the conductors by boycotting the road because it employed ticket collectors they were mistaken. As matters now stand the conductors have less work to do, can better look after the running of their trains, and draw as much pay as before ticket collectors were employed."

The Northern Pacific directors have agreed to the terms under which the Baltimore & Ohio road will use the facilities of the Chicago & Northern Pacific Company as a Chicago entrance. Their terms, it is stated, will provide for the payment by the Baltimore & Ohio of a sum of \$100,000 about 2 percent on the Chicago & Northern Pacific bonds. The contract will be formally approved by the Chicago & North-

ern Pacific directors and then the Baltimore & Ohio will begin using the facilities at once. It is stated that negotiations are being made for the use of the Chicago & Northern Pacific facilities by another large road.

General Manager Wood, of the Pennsylvania line west of Pittsburgh, says there is no truth in the report sent out from Columbus, O., to the effect that J. J. Turner, superintendent of the Pittsburgh, St. Louis & Cincinnati division of the Pennsylvania line, is to resign on account of ill health.

The promotion of J. T. Brooks to be one of the presidents of the company is a legal department of the company, as any legal matters which Mr. Brooks cannot give attention to will be looked after by J. J. Brooks and L. L. Gilbert, who, with J. T. Brooks, constitute one of the ablest legal firms in Pennsylvania, especially in railway litigation.

Vice-president Cannon, of the Delaware & Hudson road, denies the report that the company is to be merged with the New York Central from Albany to New York. He says the relations between the two roads are of a friendly character, and he adds that the D. & H. management is opposed to any company building through the Adirondacks, owing to the desire to preserve the forests as a source of water-supply, and also out of sanitary considerations.

The Lake Erie & Western road has earned, since Jan. 1, 1891, \$1,477,000, an increase over the corresponding period of 1890 of \$25,392. Present indications are that in the year 1891 the earnings of the L. E. & W. will exceed those of 1890 at least \$100,000, and the last six months of 1891 promise large business on that system, and they will then have its new equipment in service, which will help matters greatly. The road, the last six months of 1890, suffered in its business from a shortage in freight equipment.

The presidents of the Trunk-line Association yesterday confirmed the appointment of the special committee, which was designated recently by the Western Traffic Association to handle the subject of east-bound rates. This committee will be a committee of the Trunk-line Association next Wednesday in New York to discuss the subject. The principle was endorsed that maintenance of the rates should be placed within control of the initial lines of the West at Chicago, St. Louis and Cincinnati.

George Brecount, for several years past the general agent of the Louisville, New Albany & Chicago at this point, is to be transferred to Cincinnati to represent the Monon in that territory. With this promotion comes an increase in salary of \$1,000. Mr. Brecount was called to Chicago last winter for a conference with General Manager McKeen, as to what the company expects of him in his new field. It is understood that the office of George Brecount here will be abolished, and that Harry Plummer, agent of the company, will look after the freight business at this point. This matter, however, has not been definitely decided upon.

MINOR CITY MATTERS.

To-day's Doings.

ENGLISH'S OPERA-HOUSE.—O'Dowd's Neighborhood, which was given at the English's Opera-house, was a success. The company, which was composed of the English's Opera-house, was a success. The company, which was composed of the English's Opera-house, was a success.

Local News Notes.

The Standard Building, Loan and Savings Association of Tipton, capital stock \$300,000, was incorporated yesterday.

Building permits were procured yesterday by Geo. Beckler, of the grove, to build a large and improved company, dwelling, Sheppard avenue, \$1,500; also, on adjacent lot, for \$1,000, a two-story dwelling, Meridian street, near North, \$5,400; Charles H. Zollner, two cottages, West York street, \$1,200; and a cottage, Meridian street, \$1,500; F. A. Greene, repair dwelling, High street, \$1,500.

Personal and Society.

State Geologist Gorbey arrived home from Missouri yesterday.

Mr. and Mrs. David Marsden, of Ottawa, Canada, are visiting friends on North Illinois street.

Mrs. George Tatham, of St. Louis, is visiting Mrs. James E. Shover, on North Delaware street.

Mrs. Renbush, of Cincinnati, is the guest of Mrs. Henry Severin, on North Meridian street.

Mr. Edward Helm and wife, of Minneapolis, are visiting at the home of Mr. and Mrs. A. Helm, on North Liberty street.

The Krenschers were entertained yesterday afternoon by the family of Mr. and Mrs. A. Helm, on North Liberty street.

Mr. and Mrs. R. L. Seward and Miss Julia H. Moore returned yesterday from Grand Rapids, Mich., where they went to attend the marriage of Miss Lillian Wright, Mrs. Seavall's niece, and Mr. John Dean, of this city. The wedding occurred on Wednesday night, at the home of the bride's parents, the attendants being Miss Moore and Mr. Whitte, brother of the groom. The house was beautifully decorated with roses. The bride's dress was of white embroidered satin and royal silk, with duchesse lace. Mr. and Mrs. Dean have gone East for an extended trip, and will return to this city about the last of June, when they will reside at No. 629 North Meridian street.

MARTINISVILLE.

Mr. and Mrs. Dr. Cole, of Helena, Mont., are in the city. Mrs. R. A. Asher and son, Walter, are visiting at the home of Mr. and Mrs. Kate Axt, of Franklin, is the guest of her uncle, F. G. Axt. Mrs. Fannie Newsum, of Spencer, is visiting her daughter, Mrs. L. A. Axt, of Franklin, is the guest of her uncle, F. G. Axt.

Miss Edith Clark, after a ten days' visit with friends here, has returned to her home in Shelbyville, where she is visiting her mother, Mrs. L. A. Axt, of Franklin, is the guest of her uncle, F. G. Axt.

John Seaman is visiting in Pittsburgh. Mr. R. B. Mathews, of Chicago, is in the city. Mrs. Sime has returned from a week's visit in Odensburg. Mrs. Eva Cramer gave a reception at her home, in honor of Misses Perry and Hughes and Messrs. Bateman and Bain, of Bloomington. Jesse H. Mitchell, after a season with one of the best companies on the stage, is home for his summer vacation. Mrs. J. N. Cobb and Mrs. George Douglas are visiting in Indianapolis. Mr. and Mrs. J. N. Cobb are visiting at the home of Mr. and Mrs. J. N. Cobb.

Miss Laura Miller is visiting in Indianapolis. Mrs. L. A. Axt, of Franklin, is the guest of her uncle, F. G. Axt.

John Downs, formerly of the Republican office here, but now for the Louisville Evening Call, and Miss Mattie V. Hamilton, of Franklin, were married last week. Mr. and Mrs. E. H. Hamilton and daughter, Mattie, of Fort Madison, Ia., are the guests of Mr. and Mrs. W. C. Mitchell. Rev. Leon P. Morgan, of Chicago, is in the city. Misses Claypool and Crane, of Indianapolis, are guests of friends in the city.

Miss Anna Rogers is visiting relatives at Gosport and Greencastle. Mrs. A. H. Hill is visiting her mother in Mooreville.

VINCENNES.

Mrs. Sam Wiley is visiting in Louisville. Mrs. Ellen Denny, of Terre Haute, is the guest of Mrs. Mabel Beck at Greencastle. Mrs. Charles Hawk and daughter, of Chicago, are visiting relatives in this city. Mrs. Luther James, of Kansas City, is the guest of her parents, Mr. and Mrs. Wm. Hebert. Mrs. Mary Gwynne is visiting at Gosport and Greencastle. Mrs. A. H. Hill is visiting her mother in Mooreville.

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AMUSEMENTS.

MRS. PRUNE'S DRAMATIC AND ELOCUTIONARY ENTERTAINMENT.

The audience at the Grand Opera-house, last night, was large in numbers, appreciative to a high degree and lavish with its applause. It quite frequently happens that dramatic and elocutionary features are prone to attract and become dull and uninteresting by reason thereof. Not so last night. The programme was so well arranged and diversified that no portion of it was uninteresting and it had the additional merit of not being too long. Little Lillian Atkins had the first number, a pretty piece of child poetry from L. Nichols, entitled "Sir Rat," and very prettily did Miss Lillian recite it. Miss Amelia W. Platter recited "Sir Rat," and very prettily did Miss Lillian recite it.

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THE NEW YORK STORE.

(ESTABLISHED IN 1853.)

OUR PRINCIPLE OF BUSINESS IS TO SELL ONLY RELIABLE GOODS AT FAIR PRICES.

INDIANAPOLIS, May 22, 1891.

THIS SATURDAY

Will see our mammoth store crowded with bargains and buyers of them. Every department will make special efforts, and especially in those departments carrying lines of goods that will be required during the coming

MUSICAL FESTIVAL

Gloves, Jewelry, Fans, Laces, Handkerchiefs, Perfumery, and a special display of

TRIMMED AND UNTRIMMED MILLINERY.

As usual on Saturday the Dress Goods Bargain Tables will contain many strong attractions for careful buyers.

The long table in the cross aisle—center of the main floor—will be crowded with hundreds of remnants of all Wool Dress Goods at exactly one-third off regular price. Did it sell for \$1 it is now 66c and so on; excellent picking here.

The Circular Table will contain 50 pieces Wash Surah Silks, quite new and very much in demand for Blouse Waists, Summer Skirts and Dresses, and for Men's Shirts; the values are 75c and 89c a yard, the price is only 59c a yard. The variety of patterns is large, but the quantities of each are small. Come early for a good choice.

Three cases more of those Fancy Striped Outing Cloths, 28 inches wide, goods sold all over the country at 12c, go on our Linen Department Bargain Counter to-day at 8c a yard.

A GREAT For Wash Dress Goods. All that is newest, noblest and most desirable, as well in price as style, will be found on our Print Counter.

Cream Ground Challies, 4c a yard.

Dress Style Gingham, 5c and 8c a yard.

Scotch Style Gingham, 12c a yard.

Fine Sateens, 8c a yard.

Madras Cloth, 7c a yard.

Black Lace Surahs, 25c a yard.

Organdie Muslins, 12